The Hong Kong Daily Press.

No. 5291 號一十九百二千五第 日二念月九年戊甲治同 HONGKONG, SATURDAY, 31ST OCTOBER, 1874. 大拜禮 一號一十三月十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

October 29, REGALIA, British steamer, 607, Harrison, Singapore 16th October, and Saigon 23rd, Rice.—AH-YON.

October 29, HANS, German bark, 320, Le Moult, Newchwang October 17th, Beans. —BOURJAU & Co.

October 29, PROSPECTOR, British bark, 235, J. Duncan, Newchwang 17th October, Beans.—GIBB, LIVINGSTON & Co.

October 29, GAZELLE, German brig, 198, Möller, Newchwang 15th October, Beans. —BOURJAU & Co.

October 30, AMOY, British str., 814, Drewes, Canton 29th October, General.—SIEMSSEN & Co.

Departures.

October 30, J. C. MUNRO, for Whampoa.

October 30, OREGONIAN, str., for Shanghai and Nagasaki.

October 30, GLENGYLE, str., for Swatow and Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 30TH.

Gem, for Saigon.
Amoy, str., for Ningpo and Shanghai.
J. C. Munro, for Whampoa.
Courier, for Foochow.
Miss Kilmansegg, for Foochow.
Prospector, for Whampoa.
Cutty Sark, for Bangkok.
Oregonian, str., for Shanghai, &c.
Glengyle, str., for Swatow, &c.

Passengers.

ARRIVED.

Per *Regalia*, str., from Singapore, &c.:—
44 Chinese.

Reports.

The British bark *Prospector* reports left Newchwang on 17th October. First three days had fresh S.W. winds; thence to Chelung Point Northerly winds and fine weather; from thence to port strong gale from the N.N.W.

The German brig *Gazelle* reports left Newchwang on 15th October. Had moderate N.E. winds until the 29th instant; from thence strong N. and N.N.W. winds until arrival. Had a very high sea.

The German bark *Hans* reports left Newchwang on 17th October. First ten days had light variable winds and calms; on the 28th instant had a fresh North and N.N.W. gale, moderating at 2 a.m.; carried N.N.W. windsail to Hongkong harbour, after 12 days passage.

The British steamship *Regalia* reports left Singapore on 16th October, and Saigon on the 23rd. Had strong monsoon up to midnight of the 28th, then strong Northerly gale from the N. with a tremendous high sea, which moderated at 4 o'clock p.m. on the 29th.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Kinfauns Castle	London	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Chinamas	London	July 10
Brema	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Henriette Bohn	Hamburg	July 17
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 26
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Nestor (s)	Liverpool	Sept. 9
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Nankin (s)	London	Sept. 18

Auction Sales To-day.

LAMMERT, ATKINSON & Co., At 11 A.M.
Nail Rod Iron.

J. M. ARMSTRONG, At 12 Noon,
Household Furniture, &c.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents;*
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co., *Agents.*
tf 39 Hongkong, 16th November, 1872.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1348 Hongkong, 28th July, 1872.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.
CAPITAL, £500,000.
HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, ESQ.
W. F. DIGBY, ESQ.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA:
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139 [July 21, 1874.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.
London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*
AUTHORIZED CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, } *Managers.*
1y 1887 IGN. STEINHART, }

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Bellios, Esq. | R. Hopphar, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 3, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1839

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and COMMISSION AGENT, under the Firm or Style of E. I. ELIAS & Co.
Agencies in Calcutta, Bombay, and Singapore.
E. I. ELIAS.
1m 1592 Hongkong, 1st October, 1874.

STORAGE.

COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD, *Trustee,*
Messrs. R. S. WALKER & Co.'s *Estate.*
1320 Hongkong, 24th August, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at
TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or Agents.
The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.
Order Books can be obtained either at the DEPOT or at the WORKS.
KYLE & BAIN, *Proprietors.*
1455 Hongkong, 17th September, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD, *Agent, Sun Fire Office.*
1335 Hongkong, 26th August, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

To be Let.

TO LET,
From 1st June next.
OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES streets in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.
A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET,
With immediate possession.
DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and
No. 19B, Hollywood Road; Water and Gas laid on.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.
From 1st November next.
THE HOUSES Nos. 27 and 31, Wyndham Street.
Water and Gas laid on.
Apply to
J. A. CARVALHO.
1m 1590 Hongkong, 1st October, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,
With Possession on 1st September,
THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 874.

TO LET,
With Possession on the 1st December.
THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office,
tf 1645 Hongkong, 7th October, 1874.

THE HONGKONG WHARF AND GODOWNS,
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBEEG & Co.
tf 419 Hongkong, January, 1867.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 % on Risks East of Singapore, and of 20 % on all other Risks.
VOGEL, HAGEDORN & Co., *Agents.*
1043 Hongkong, 1st September, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
AUGUSTINE HEARD & Co., *General Agents.*
tf 876 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT OF TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co., *Agents.*
1y 1 Hongkong, 1st January, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances; viz:—

Not exceeding 10 days,	¼	of the annual rate.
Not exceeding 1 month	½	do. do.
Above 1 month and not exceeding 3 months...	¾	do. do.
Above 3 months and not exceeding 6 months...	¼	do. do.

EDWARD NORTON & Co., *Agents the Queen Insurance Company.*
tf 242 Hongkong, 22nd January, 1870.

Auctions.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction,
THIS DAY,
31st October, 1874, at 11 o'clock A.M., at Messrs. MELCHERS & Co.'s Godowns, Praya,
For account of the concerned,—
450 Bundles Best Staffordshire NAIL ROD IRON,
All more or less Damaged by Sea Water, Ex "Beenah."
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
6800 Hongkong, 30th October, 1874.

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE BLACKWOOD FURNITURE, GLASS WARE, PLATED WARE, &c., &c.

THE Undersigned has received instructions from A. E. VAUCHER, Esq., to Sell by Public Auction, at his Residence, Arbuthnot Road,
THIS DAY,
the 31st day of October, 1874, at Noon precisely, *(instead of the time previously advertised),*—
The whole of his HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES, GLASS WARE, PLATED WARE, Dinner, Dessert, and Breakfast SETS, ENGRAVINGS, Pier GLASSES, GASALIERS, Marble-top TABLES, WARDROBES, BOOKCASES, BRONZES, Porcelain VASES, Dining TABLE, SIDEBOARD, CHAIRS, TOILET TABLES, WASHSTANDS and SERVICES.
&c., &c., &c.
And
A PIANO.
1 Parlour BILLIARD TABLE.
Catalogues will be issued, and the whole to be on view on and after THURSDAY, the 29th instant.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*
1760 Hongkong, 28th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 2nd day of November, 1874, at 2 o'clock P.M., *(instead of the time previously advertised,)* at his Sale Rooms, Queen's Road,
To close a Consignment,—
The following WINES, BRANDY, &c.:—
50 Baskets CHAMPAGNE, Grand Crèmant, in quarts.
10 Cases Sparkling CHAMPAGNE, in qts.
10 " " HOCK, " pts.
10 " " " " qts.
10 " " MOZELLE, " qts.
10 " " " " pts.
20 " CLARET, Paulin Medoc.
20 " " St. Estoph Medoc.
20 " " Lamarque Medoc.
40 Doz. " Medoc.
30 Cases MUSCATEL.
10 " CHAMPAGNE BRANDY.
10 " Scotch WHISKEY.
25 " Pale Dry SHERRY, Yellow Seal.
25 " " " " Green "
53 " " SHERRY.
The above Wines, &c., are in Sound Condition, and will be Sold in Lots to suit Purchasers.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*
1770 Hongkong, 22nd October, 1874.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, in their Sale Rooms, Queen's Road, on
TUESDAY,
the 3rd November, 1874, at 2 o'clock P.M.,—
SUNDRY HOUSEHOLD and OFFICE FURNITURE, the Property of a Gentleman leaving the Colony, consisting of—
CHAIRS, COUCHES, MIRRORS, TABLES, SIDEBOARD, GLASS and CROCKERY WARE, Iron BEDSTEAD with Spring MATTRESS, WASHSTAND, WARDROBES, Toilet GLASSES, Toilet TABLES, and SUNDRY OFFICE FURNITURE.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1790 Hongkong, 29th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Spanish Consul, to Sell by Public Auction, (on account of the concerned,) on
FRIDAY,
the 6th November, 1874, at 12 o'clock Noon, (on Board),—
The Spanish Barque
"*MARIA Y VICENTA,*"
of 384 Tons Register, (copper fastened,) as she now lies in Harbour at Kowloon.
The Hull with one Anchor and Chain to be sold in one Lot.
The Masts, Spars, Sails, Rigging, &c., as per Inventory, to be sold in separate Lots.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.1.7.
All Lots, with all faults and errors of description, at purchaser's risk, and to be taken delivery of within twenty-four hours after fall of the hammer.
CHAS. H. MORGAN, *Auctioneer.*
1808 Hongkong, 31st October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M.'s Naval Storekeeper, to Sell by Public Auction, at the Naval Yard, on
TUESDAY,
the 10th November, 1874, at 11 o'clock A.M.,—
One 60-h.p. ENGINE, with SHAFTING, COPPER PIPES, &c., complete.
And
Three 60-h.p. BOILERS, with MOUNTINGS, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, *Auctioneer.*
1631 Hongkong, 5th October, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS TO H.R.H. THE DUKE OF EDINBURGH AND H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

SUN WOO,
MANUFACTURER OF ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT, (Near the Sailors' Home.)
OFFICE—*Yau Kee, No. 30, Wing Lock Street*
HONGKONG.
1428 Hongkong, 10th September, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co., *Agents.*
tf 181 Hongkong, 21st January, 1874.

Intimations.

THOMPSON & HIND
Invite Inspection of
THEIR NEW GOODS
FOR THE
AUTUMN AND WINTER SEASON.
LADIES' DRESSES,
In "HOME SPUN" and other new Materials.
LADIES' PARIS TRIMMED HATS
AND
BONNETS.
CLOTH JACKETS AND MANTLES,
Plain and Trimmed with Fur.
RICH BLACK SILKS,
In Grograin and Duoape.
PLAID SHAWLS
AND
AUSTRIAN BLANKETS
For Chair Rugs.
THE UNIQUE BODICE AND "MARIE STUART" CORSET.
COTTON AND LINEN SHEETING,
AND
HOUSEHOLD DRAPERY.
33, *QUEEN'S ROAD,*
HONGKONG.
1767 Hongkong, 26th October, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 10th.)
tf 247 Hongkong, 5th October, 1874.

WANTED, by a Respectable Young Person, accustomed to Travel, a SITUATION as ATTENDANT on a LADY, or TO TAKE CHARGE of CHILDREN, about to proceed to Europe. Good References. Address "B. M.," *Daily Press* Office.
tf 1618 Hongkong, 3rd October, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co., *Saigon.*
tf 1561 16th September, 1873.

KOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and GILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co., *Agents.*
tf 1800 Hongkong, 4th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents.....	½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents.....	¾ " "
Godowns, Offices, Shops, &c., and their Contents.....	1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days,	¼	of the annual rate.
Not exceeding one month.....	½	"
Above 1 month, and not exceeding 3 months.....	¾	"
Above 3 months, and not exceeding 6 months	¼	"
Above 6 months.....	the full annual rate.	

GILMAN & Co., *Agents.*
tf 1903 Hongkong, 8th May, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 336

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

ADDITIONAL TENDERS for FLOATING S.S. *ALASKA* from off the Beach near Aberdeen will be received at this Office, until Noon TO-DAY, 31st instant.
G. B. EMORY, *Acting Agent.*
4d 1781 Hongkong, 28th October, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co., *Agents, Royal Insurance Company.*
tf 1780 Hongkong, 28th October, 1874.

THE BLOCKADE OF HONGKONG.

SUBSCRIBERS to the Printing Fund will have received THIS FORENOON,
Specimen Copies of the Pamphlet, together with a Circular. Gentlemen requiring Copies to be sent, in accordance with its terms, and in their names, to friends of the movement, at home, are requested to give the full addresses of such to the Undersigned, on or before WEDNESDAY, the 28th instant, as the whole Edition will be forwarded to England by the Mail of Thursday next, to be bound up with the Map engraved in London, and afterwards distributed.
Instructions will be sent by the same opportunity to the Publishers to dispose of the balance of the 200 Surplus Copies, so that after Wednesday, no supply can be guaranteed.
Should any Subscriber not have received a Specimen Copy he is asked to signify the same.
GRANVILLE SHARP, *Secretary.*
1769 Hongkong, 26th October, 1874.

STEAM-FERRY.

THE Commodious Steam-Launch "*KOW-LOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.
Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to
AH YON, *Kwong Hing Shop,*
57, Praya West.
tf 1749 Hongkong, 23rd October, 1874.

ESTABLISHED IN 1850.
C. LAZARUS AND CO.,
Incorporated with Sharwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.
BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and study experience extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of *solid wood, well seasoned and not veneered.*
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.
BILLIARD LAMPS.
Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.
Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1435

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co., *Agents.*
tf 1174 25th June, 1872.

FOR NINGPO AND SHANGHAI.
THE Steamship
"AMOY,"
G. H. Drewes, Master, will be despatched for the above Ports TO-DAY, the 31st instant, at 10 A.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
2d 1802 Hongkong, 30th October, 1874.

FOR MANILA.
THE Steamship
"YUEN-TZE-FEE,"
Captain Moalle, will leave for the above Port on MONDAY, the 2nd proximo, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1803 Hongkong, 30th October, 1874.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS in JAPAN.
THE Company's Steamship
"NESTOR"
will be despatched on or about the 5th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1894 Hongkong, 31st October, 1874.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"MASSILIA"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 31st October, 1874. [1805

STEAM TO SHANGHAI,
(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)
THE P. & O. S. N. Co.'s Steamship
"GEELONG"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 31st October, 1874. [806

FOR SALE.
THE New Iron Screw Steamer
"OCEAN,"
built on the Clyde, classed A 1 for 90 years, of 2,000 Tons Carrying Capacity; 160 Horse-power; with Compound Engines, consuming 15 Tons of Coal daily.
THE BORNEO COMPANY, LIMITED.
1807 Hongkong, 31st October, 1874.

FOR SALE.
LETTS'S DIARIES for 1875, containing ANGLO-CHINESE CALENDAR.
LANE, CRAWFORD & Co.
144 1791 Hongkong, 29th October, 1874.

Estate of KIRCHNER, BOELGER & Co.
FIRST and Second DIVIDEND, comprising 40 %, being now available, Creditors are requested to ap

S. S. *GLENFALLOCH*, FROM LONDON, SINGAPORE, &c.

ALL CLAIMS against the above Steamer must be sent in to the Undersigned on or before SATURDAY, the 7th November, or they will not be recognized.

GILMAN & Co.,
Agents.

10d 1797 Hongkong, 29th October, 1874.

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognized.

And all Persons being indebted to the said Estate are requested to make Immediate Payment.

J. FAIRBAIRN,
Administrator.

td 1777 Hongkong, 27th October, 1874.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned, and all Persons being indebted to the said Estate are requested to make Immediate Payment to

JOHN S. LAPRAIK,
Administrator.

1772 Hongkong, 27th October, 1874.

NOTICE.

GABRIEL DUBOST, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the *1st day of March*, 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.

BD. GHASTEL,
Executor.

1m 1759 Hongkong, 24th October, 1874.

NOTICE.

R. P. WILLIAMS, *Deceased.*

ALL Persons having any CLAIMS against the Estate of ROBERT PENNINGTON WILLIAMS, Deceased, late of Foochow, are requested to furnish Particulars of same to the Undersigned, on or before the 31st day of October next, after which date they will not be recognised, and all Persons indebted to the said Estate are requested to make Immediate Payment.

DAVID SASSOON, SONS & Co.

33d 1557 Hongkong, 28th September, 1874.

The Daily Press.

HONGKONG, OCTOBER 31ST, 1874.

IT is a somewhat curious fact that, while Sir RUTHERFORD ALCOCK in calling attention of the public at home to the extreme difficulties which would have to be faced in the event of another war with China, events are taking place out here which conclusively prove the small degree to which war-like appliances and munitions have advanced the Chinese. Nothing could show more distinctly the little use to which warlike munitions can be turned by those who lack the great essentials of discipline and a thorough knowledge of the science of warfare, than what has occurred in China since there has been a prospect of war with a country requiring to be met with some strength. Everything has proved to be unready and utterly lacking in organisation. Instead of having all the necessary appliances at hand when the first act of war was committed, it was only some time after Japan had invaded Formosa, that China began to move at all—and then all her movements were of the slowest and most clumsy character. For the necessary arms and munitions she had to send off orders to foreign countries, notwithstanding the boasted efficiency of her arsenals; and the manner in which the troops were got together still more strongly displays the want of military genius which characterises the nation. Instead of sending a portion of an Imperial Army to the seat of war, we find that the Peking Authorities made requisitions on the different Provincial Governors, and laid the main onus of carrying out the operations upon Fohkien, on account of the proximity of Formosa to that Province. In regard to finances, which are the chief weapon in modern warfare, the same principle was adopted, and at the present moment it appears that the Viceroy of Fohkien—not the Imperial Authorities at Peking, as would be supposed—is endeavouring to raise a large loan in connection with the Japanese affair, whether to purchase more arms or to pay the indemnity claimed is not clear. In every direction we see a display of the want of centralisation which always makes it so difficult for China to move with effect, and which would unquestionably prove fatal to her in the event of hostilities breaking out with a foreign nation. British or French troops would be at the capital before the Peking officials had settled the amount of the money and the number of the troops which should be demanded of the respective Provincial Governors—and probably months before any effectual action had been taken by the latter to commence meeting the calls made at head quarters. Some few improvements in armaments and in weapons would go a very little way towards counterbalancing the effects which would be produced by delay and vacillation of this character, and not only does the so-called war in Formosa prove that this would be almost certain to occur, but all experience shows that the Chinese nation is not sufficiently consolidated to make any great national movement with rapidity. China is like a crocodile. She could give a very severe bite if she could go forward in her slow fashion and get a good grab at the foe; but she cannot turn her unwieldy body round to meet the exigencies of any sudden emergency. The same want of centralization which will always cause great delay in getting her forces together affects the forces themselves, who can seldom be relied upon as ready to carry out orders and are always lacking in discipline. It is one thing to learn a drill and another to be able to adhere to orders without flinching in the presence of an enemy. The Chinese might pick up the foreign fashion of fighting, but they would take centuries to learn the determination which alone can give any effect to it. It is true they have now improved weapons, but it is not to be overlooked that during the last fourteen years foreigners have also greatly improved their arms; and if the Chinese have rifles which carry long ranges their foes would have just as good weapons and know much better how to use them. No doubt another war with China would have to be undertaken upon a larger scale than the last, but that would be all. The result is as certain in the present day as it ever was, and the only consequence of the war being more expensive would probably be that we should not be disposed to bring it to a close upon quite such easy terms as formerly and would exact better security for the preservation of peace than the bare right of sending a Minister to the Capital to whom even the privilege of seeing his Celestial Majesty's august countenance was not accorded. Writers like Sir RUTHERFORD ALCOCK, who represent the state of affairs in China as one of formidable warlike power, are apt to do a great deal of harm and to increase the chances of an outbreak by encouraging the Chinese to believe that they could really offer a front to foreigners. It is well known that they peruse most carefully all that is written either in the local or the home papers, which is likely to be of importance to them; and their conceit is great enough of itself without being fostered by remarks upon their warlike movements such as may lead them to suppose that they are really beginning to be feared, when a very little consideration of the true facts of the case must make it apparent that up to the present, notwithstanding all the purchasing of arms and the production of her arsenals, China is still so decentralised that she has to hesitate for months before she can adopt a decisively hostile attitude even towards a nation such as Japan.

The Ocean Steamship Co.'s steamer *Nestor* left Singapore, for this port, at noon on the 28th instant.

We are glad to state that telegraphic communication between Saigon and Singapore was re-established yesterday morning.

We have been requested to state that the performance at the Lusitano Theatre will commence this evening at 8.30 precisely.

We are requested to state that the afternoon service at the Cathedral will commence on and after to-morrow (Sunday) and until further notice, at four o'clock.

POLICE INTELLIGENCE.

October 30th.

BEFORE THE HON. C. MAY.

SUSPICIOUS CHARACTER.

Wong Akwai, a runaway prisoner, was charged by Sergeant Hip Amum, with being a suspicious character, dangerous to the peace and good order of Colony.

Complainant said that at noon on the 29th instant an ex-Chinese constable came to him and said he had seen a man at Seyingpoon who about eight years ago escaped from a turnkey of the Victoria Gaol. He went to the house and the defendant was pointed out by the ex-constable. He told the defendant that he arrested him as one who a few years ago was in the Victoria Gaol and who with five others knocked down the turnkey and took his revolver and escaped, whilst out on the Public works. The defendant denied that he was the man.

Mr. A. Gray said he identified the prisoner as having been convicted on the 6th April, 1867, for attempting to steal a jacket. He was out on Public works near the Government House on the 24th June, 1867, and escaped with five other prisoners, after knocking down the chain gang guardsman named De Costa, and taking away his revolver. The prisoner when sentenced was to receive 30 lashes in two instalments. The prisoner bears the marks of flogging and partially admitted the charge.

The defendant in court at first denied that he was the man, but after the evidence and the promise of further evidence he admitted that he was the man, but said he only ran away because the other prisoners did. He had been employed by a master of a stone junk for two years, when he bought a salt boat which formerly belonged to an Inspector of Police, who then was in charge of Yow-mah-tee. He had been honestly employed the whole of the time. His junk was lost in the last typhoon, when he joined a stone boat again, since. When in consequence of the great number of craft having been lost, the remaining ones were making large sums of money by their increased charges. The informant in this case came on board often to squeeze and when he found he could not get any more money he told the captain he would charge him with stealing sapan wood. He told the captain not to pay the informant one cash. This was why he informed on him.

The case was then remanded to Tuesday next.

EXPENSIVE WORK.

Silk constable No. 523, charged Sum Ayun, and another as follows:—

Complainant said he observed the second defendant walking along the Queen' Road Central, and saw the first defendant go deliberately behind him and strike him. The second defendant then turned round and they struggled together.

The first defendant said he had the keep of the second defendant's child for two months and had only received two instalments of $3 each. His charge was $6 per month. He could not get any more money from the second defendant. The child was now dead.

The second defendant said that he agreed to pay $3 per month, and this he had paid. The child was now dead and he had promised to pay expenses, as soon as he got employment. He was formerly a servant to a European, but was now out of a situation.

His Worship expressed surprise at the first defendant's charge, and said $6 was about as much as the father could get himself. He could not see how the first defendant could conceive that the other could live himself and pay the $6 also.

The first defendant was fined $1 for the assault and the second discharged.

CHINESE PROPENSITIES.

Leung Lai Ho, a coolie employed at the Pier and Godown Company, Wanchi, was charged by Indian constable No. 594 with stealing a bottle of beer from a cask just taken into the godown from the Pier, and stowing it away behind some wire. He accused him of it, when he deliberately denied that he touched the beer. The European clerk then came, and after consideration, told him to take him to the station.

The defendant denied the charge, when his Worship remarked that this was an important case. This company was in its commencement prosperous, and such as is the charge in this case must be prevented. He would adjourn the case till Monday for the European clerk to appear.

ASSAULT.

John Lawrence, a seaman, residing at the Sailors' Home, charged the barkeeper at the Welcome Tavern with assaulting him that morning at the door of the National Tavern. The complainant said that he was in the house drinking, when he handed a bundle to a Swede to take to the Home for him. Coming out he was accosted by the defendant, who insisted on going to the Home with him. On arrival there, from what the man said who brought his clothes there, it appeared that the defendant knew something of the clothes. The defendant came to him and said "you cannot come the double over this child," and with that struck him and blacked his eye as shewn.

The defendant said when the complainant came on shore, on the recommendation of a friend, he allowed him to "stick up" $6, till he was paid off. After this had been paid, and at the complainant's request he allowed him to "stick up" another $6, on the assurance that he had money at the Home. He got the loan also of $2, and when he saw that he did not pay he made enquiries and learned that the complainant had earned $15 for looking after a gentleman at the Stag Hotel. He went to see the complainant about payment and found him in Olsen's house drinking. He waited outside and asked him for payment, as he learned also he had shipped. The complainant went on, and he found him at the Sailor's Home in the bar, and asked him again for the money, when he made use of very indecent language towards him. This caused him to strike the complainant.

The defendant was sentenced to 14 days' hard labour.

EARLY RISING.—To rise early is so truly the one thing needful for all who are candidates for the three great prizes—health, wealth, and wisdom—that it is the only sure foundation for securing any chance of obtaining either of them. The sooner you leave your bed, the seldomer you will be confined to it.

SUPREME COURT.

30th October.

VICE-ADMIRALTY JURISDICTION.

BEFORE THE HON. CHIEF JUSTICE (SIR JOHN SMALE) AND MR. JUSTICE SNOWDEN.

THE "AVA" AND "RONA."

The Attorney-General (Mr. Bramston), instructed by Messrs. Caldwell and Brereton, appeared for the *Ava*; and Mr. Kingsmill, instructed by Messrs. Stephens and Holmes, appeared for the *Rona*.

The Attorney-General was about to make an application to the Court, when

The Chief-Justice said: I have to complain that a most irregular proceeding has taken place in this case. A letter has been written to Mr. Alexander, by the proctor for the Messageries Maritimes Company, in which he actually says that he shall not be ready by to-day, and asking that information be conveyed to the Chief-Justice, and therefore he begs that this case will not come on till the 13th proximo. This is a most irregular proceeding. No solicitor has any right to dictate in that way to the Court; no solicitor has any right to write letters in that way. It showed great disrespect to the Court.

The Attorney-General said he was sure there was no intentional disrespect.

The Chief-Justice: I know there was no intention, but this sort of thing occurs almost every day. As Mr. Justice Snowden knows, there are letters of this sort written very often, and nobody knows better than the solicitor in this case that he would not dare to do such a thing in the Courts in England, and I use the word dare in its strongest sense. It is true that the letter is courteous enough, but I must request that no solicitor send such a letter to the Registrar, for it is a most irregular proceeding.

The Attorney-General then moved, on behalf of the proctor for the *Ava*, that the matter stand over until such a day as the court thinks fit. The reason of the application was that additional evidence was now being collected.

The Chief-Justice said it seemed to be a question of a roving commission. Some one was away on a roving commission to get evidence.

The Attorney-General said no one had gone from Hongkong.

The Chief-Justice said there must be a rule that the evidence was necessary. He must say again there was too much of a disposition to treat the Court as if it were a commercial house—letters to be written, the words of parties to be taken, and all things to go on in a most extraordinary way.

Mr. Kingsmill said the practice was different in Admiralty to that in common law with respect to additional evidence. He thought the affidavit should state that the evidence was to be important and relevant, and that it did not set up a different case.

The Chief Justice: It must be evidence that could not be produced before. The Court is not to be trifled with, nor is the Registrar to have his decisions upset in a trifling way.

Mr. Kingsmill said he had been instructed to consent (if the Court was satisfied on a proper affidavit in the matter) on the terms of his side being paid the costs of the day, and also that Mr. Roberts' expenses be paid during the time he is detained here for the purposes of cross-examination.

After some discussion,

The Chief Justice said he must again complain of the irregular course taken in sending the letter. The proctor in question was not the only gentleman who done a similar thing, but he hoped it would not be repeated again. He should allow the costs of the day; the other costs must be settled by agreement between the parties. He could not now fix a day for the hearing of the matter; but in case he should be absent it could be tried before Mr. Justice Snowden.

DERELICT JUNKS.

In the case in which application had been made for the recovery of some property found in derelict junks, the Chief Justice told applicants that they had failed to make out their claim to the satisfaction of the Court. If they still thought the claim was a good one, they could instruct a solicitor to bring an action.

ORIGINAL JURISDICTION.

ELLIS *v.* MITCHELL—APPEAL.

Mr. Kingsmill, instructed by Messrs. Caldwell and Brereton, appeared for appellant, the respondent did not appear.

This was an appeal to the full Court to set aside the decision of Mr. Justice Snowden in the Summary Jurisdiction Court. Ellis, it may be remembered, was a steward on board the American ship *Lathley Rich*, of which Mitchell was master. Both parties are citizens of the United States. When the vessel arrived at this port, complaint was made of the conduct of Ellis. Both Mitchell and Ellis went before the American Consul (Mr. Loring) who discharged Ellis. As is customary in cases of the discharge of United States' seamen at foreign ports, the Consul kept back two months of Ellis's wages, to pay for his support while staying here, and preventing him becoming a burden to his own country. Ellis sued Mitchell in the Summary Court for the wages due to him at the time of his discharge, and also for wrongful dismissal, and judgment in Ellis's favour was given by Mr. Justice Snowden.

Mr. Kingsmill now at some length called the attention of their Lordships to the law of the United States as to the discharge of seamen at foreign ports. By that law the fullest protection was afforded to seamen, the captain of a vessel being bound, under severe penalties, to account for every man on the ship's articles. A seaman could not be discharged at a foreign port except before the American Consul. He (the learned Counsel) contended that Ellis had no cause of action either against the master or owner of the vessel, because there was no contract between the parties, and therefore he was not entitled to recover. In this contention, however, he did not include wages. But even had there been cause of action, Ellis had framed his action wrongly, because he sought damages for wrongful dismissal and breach of contract on the part of the master; whereas there was neither wrongful dismissal nor breach of contract on the part of the master. The man was discharged by the Consul, who, according to the law of the law of the United States' Mercantile Marine, was the proper person to do it. That law had been strictly complied with; Ellis was properly discharged by the proper officer. The responsibility was thrown on the Consul, and the master of the vessel, he held, could not be sued under these circumstances. The Admiralty Court at home was most careful not to ignore the position and duties of Consuls, and he was sure this Court would do the same.

Mr. Justice Snowden said that he disallowed the claim for two months' wages held by the Consul, who had received them from the master. There was a contract that the man should be discharged in an American or European port except in case of misconduct. He found the man had not been guilty of misconduct; therefore, he was wrongly dismissed. For that he estimated that he was entitled, as damages, to two months' wages. He put on one side the question as to the power of the Consul.

Mr. Kingsmill said that English Consuls were expected to arrange disputes between masters and seamen; and if we desired our consuls to be respected we must respect the consuls of other nations. The Consul, in this case he repeated, was responsible for the man's dismissal, and the master could not be sued in respect thereof. The man contracted to serve under the law of the United States; and the American Consul, under that law, had discharged him. It was, therefore, impossible that the master could be responsible. Whether the Consul acted wrongly or on insufficient grounds, was another question with which he had nothing to do. There was a remedy in that case. The Consul's act had made the master right, and the Consul's act could not be ignored by this Court. Certain duties were imposed on consuls, and to carry a case to a Court after the Consul had decided it, was virtually an appeal from his decision.

Mr. Justice Snowden said he had himself suggested the appeal, and would be happy to reconsider the case under the light of Mr. Kingsmill's remarks.

Their Lordships reserved judgment.

PROBATE JURISDICTION.

In re Chow Chun Sing, deceased, probate was granted to the widow, Wong Shee, who was appointed sole executrix.

An old lady in Tennessee, living in a sickly district, being asked how she accounted for the unusual mortality in her neighbourhood during the present season, said, "Dear me! I can't tell; so many people are dying this year that never died before!"

THE LOSS OF THE "WHITE CLOUD" AT MACAO.—OFFICIAL ENQUIRY.

The Marine Court of enquiry was resumed yesterday at the Harbour Master's office respecting the wreck, abandonment, damage, or casualty of, or in respect of the British steamer *White Cloud*, official number 50,351; master, David Reid; number of whose certificate of competency is 480, Hongkong. The gentlemen conducting the investigation yesterday were:—Hon. C. May (President), Captain H. G. Thomsett, R.N. (Harbour Master), S. Ashton, Esq. (Master Mercantile Marine), and C. M. Kerr, Esq. (Official Justice of the Peace.)—Captain R. J. Cairns was not present, as on the 23rd instant.

Captain R. Carroll, of the *Poyang*, sworn, stated that his boat ran between Hongkong and Macao. He was at Macao on the 22nd ultimo. He arrived a little before 6 p.m., he left Hongkong a little before 2 p.m. The weather was a fresh breeze from the N. and N. by W. The barometer was 29.60. In the morning it was 29.85. At 8.25 when he left Hongkong he thought a gale was coming on, as the hills and atmosphere gave a general indication of a storm. On arriving at Macao he went alongside the wharf to discharge, but hauled off to the buoy after discharging. They only hauled off to the buoy when threatening weather sets in. The barometer continued to go down till 10 p.m., when it stopped at 29.60. Steam was kept up and all preparations made from the time of going to the buoy till 9 p.m. for a typhoon. The anchors were sorted and boats prepared in the davits. There were two bow anchors, one spare and a kedge. One of the chains was fast to the buoy. About 2 o'clock the anchors were used, in consequence of increasing wind. By this time there was a great deal of sea but the ship rode easily without the use of steam, which only assisted the cables. The gale shifted at 3.45 to N.W., and at 3 a.m. the barometer was 28.30. At 4 a.m. the wind went suddenly to the East. This caused her to lie across the sea and laid her on her beam ends. She lay that way for 10 minutes when she swung her head to the Eastward. The barometer stood at 28.00, and the wind shifted to the Southward and the barometer to 27.95. At 6 o'clock the wind abated. When he arrived he saw the *White Cloud* lying at the other wharf, 200 yards from his vessel. He could not see what preparations were going on on board there. He had been to where she is stranded. It is North half-a-mile or a little over from where she lay. There were 15 fathoms on the starboard anchor and 12 fathoms on the port anchor. The *White Cloud*, with a walking engine, was bottom up about 12 feet in the mud. Had there not been any buoy to go to he would have gone to Green Island or to Lappa Bay, and would have considered himself in good anchorage, though it is not at all times safe. He would not have considered himself safe had he remained at the wharf. The Captain has full control of the safety of the ship.

To the Hon. C. May: The wharf where the *White Cloud* lay was comparatively new. Had the *White Cloud* remained alongside he would not have done so. Had the Captain of the *White Cloud* determined to lie alongside, of course, having steam up would have been beneficial, but he would, under go consideration, have remained himself alongside.

Captain Ashton asked if by steam being up in the event of the funnel blowing away there was any likelihood of the vessel catching fire, as he understood that the Captain of the *White Cloud* had said so in his evidence.

This was found not to be down in evidence, and the Captain, David Reid, of the *White Cloud*, said the reason why he did not get up steam was because he did not consider that the storm would be great. His pilots also said that he would be safe enough alongside.

Chun Asu, a pilot on board, said he had been running steamers for the last 18 years. He had been in Macao before in a typhoon. He was in the steamer *Spark* two or three times. In the typhoon before the last he lay at Chung Chow (Green Island) in the *Spark*. It was the Captain's proposal. He did not think lying alongside the wharf was a safe place. He did not speak to the Captain about it, as he considered that the Captain's business. The chief mate did not ask him anything about safety. He could not, had he been asked, have taken the vessel to any place whilst the gale was blowing. The vessel arrived at Macao at 3 p.m. He could have taken her then. The fastest time he could have taken the ship away from the wharf to Green Island was 9 p.m.

The Court then adjourned, as it could not come to a decision in consequence of Captain Cairns being absent. The result will appear in the *Government Gazette*.

EDUCATION IN SCOTLAND AND ENGLAND.

(*Times.*)

The high rank of Scotland in matters of education has been sufficiently dwelt upon in recent years. The result is that many people have come to think Scotland was always a model to be copied—one that England must follow if she would not fall behind in general intelligence. But so far as regards the condition of Scotch education previous to recent legislation this idea is in great part mistaken. As the Schools Inquiry Commission pointed out in their Report, the distinguishing feature of the older Scotch education was its want of system. There was a rough kind of excellence more or less everywhere and in schools of all kinds, but there was no complete graduated arrangement for the education of the people. Elementary Schools and Grammar or Burgh Schools jostled each other, in the rush for culture, and the Universities came as it were half-way down to meet them. A natural consequence was that the higher education may be said to have been sacrificed to a rough-and-ready general efficiency. This was, no doubt, a good thing in some respects for the masses of the people, but decidedly not an example to copy. The new regulations, however, which are now in force, and by which Scotland is provided with well-defined grade schools and with special institutions other than the old Universities for training teachers, is changing all this very fast, and it is in this new aspect of Scotch education that there is so much to be found which is admirable. The freedom with which in almost any sort of school under the old system every one could obtain a really good education, so far as it went, has taught the Scotch of all classes to set a high value upon their schools, and they have watched jealously every change which has been introduced, lest it should imply the removal of any cherished privilege. For a long time on this account the system of certificated teachers and of rigid standards of tuition, with all the paraphernalia of the Committee of Council for securing an average rate of knowledge, was looked upon with no favourable eye. It has, indeed, only been as improvements have been successively introduced that the people have settled down to some degree of quiet upon this point, each change having been in fact an effort on the part of the authorities to meet the wishes of those who feared that, under the guise of Revised Codes, mines were being laid for the deterioration of education.

The wide diffusion of this suspicious anxiety for the maintenance of general instruction has had its effect in moulding the new Education Law of 1872, by which many advantages have been secured to Scotland which we here have yet to wait for. It is at once evident, on looking at the first Reports which have been issued under the new law, that these causes have had not a little to do in making the law effective. It was not pitched too high for the people. School Boards had, for example, to be elected within a given date for every parish or district in the country, and out of a total of 925 parishes only 11 failed to obey the statute. The whole new machinery thus called into being has worked with singularly little hitch, the only subject upon which there has been any grave difference of opinion between Boards and the people referring merely to the amount of new accommodation required to be provided for any given locality. There has been no trouble upon religious matters, and apparently no grudging of labour or expense, although the new Act has helped to bring to light a good deal calling for a large expenditure of both. Scotland has not outgrown her school resources so much as England, because she always made some national provision for educating the poor; but still these arrangements are very insufficient, particularly in the large towns. The inquiries of the Glasgow Board, for example, revealed a deficiency of accommodation for 30,000 scholars, and at least thirty schools will have to be built to meet it. Nowhere else is there so large a gap; but, on the other hand, in surprisingly few instances, considering what Scotland is held to be, is there accommodation enough in the towns for all the children whom the law compels to attend school. This deficiency of course prevents the application of the compulsory clauses of the Act to some degree, but here, also, the efforts of the new Boards have been attend with considerable success, thanks in part to the spirit of the people. They have used their power firmly and moderately, and in very few instances has a prosecution been necessary. In one mining district the mere announcement that a "compulsory officer" had been appointed who would prosecute neglectful parents had the effect of sending 600 uneducated children into the schools; and in one district in Glasgow nearly 1,100 out of 1,400 children have been drawn rather than driven to seek instruction by the warnings and remonstrances of the Board and its officers. This is satisfactory, and so also, in a measure, is the result of the teaching given to the children; but here, again, we must be prepared to suffer some disappointment if we expected a perfect system yielding unexceptionable results. Whatever the old parish schools may have done, decidedly the new elementary system of Scotland cannot lay claim to any such praise. Its apology is that it was, till last year, a very imperfect system, and it would therefore be unfair to judge the results of the first year, during which new regulations have been applied, by too high a standard. The system of graduated payments, the widening of the lines of instructions, and the offers of rewards for scholars pushed on beyond these lines are set down in the standards, are all things of yesterday, and the country has hardly, perhaps, woke up from the influence of a more lethargic order of things. Still the figures of Scotch education present a few more cheering pictures than those of England. Out of a total of 280,000 children on the rolls of Government aided schools, 240,000 attended the Inspector's visits, and the average attendance was upwards of 220,000. Of 134,000 presented for individual examination, over 107,000 passed the prescribed tests without failure. These returns show, it is true, that too many are examined in low Standards whose age must have brought them within a higher one had they been properly kept at school; but the spirit in which this and all such difficulties are met is well shown in the 31st Article of the New Code of 1872, which provides that after March, 1877, no day scholar above nine shall be examined in Standard 2. It is enactments of that kind, resolutely carried out, which give an effectual impulse to national education; though obviously only in a country where parents have a proper sentiment as to the worth of instruction would a mere order that the level of instruction is to be raised be more than *brutum fulmen*.

The smooth administration of the new Act has evidently been very much facilitated by the labours of the temporary Board of Education established at Edinburgh, but it is doubtful as yet whether the result of these labours affords sufficient warrant for its continuance. In establishing the Act local knowledge and a supreme authority on the spot were absolutely necessary, but there is danger in giving any Department two heads. At present the Committee of Council on Education for Scotland may be said to have its functions more or less suspended, while it yet possesses certain referee powers and the right of veto or of counsel to a degree that the Edinburgh Board appears to have felt sometimes inconvenient. In one point upon which these authorities differ we cannot help thinking that the Committee was wrong. The Board wanted the Standards made more elastic, so as to allowed play for individual peculiarities and ability. A boy might be competent in some things to pass in a higher Standard than in others, and the Board wanted him to be allowed so to pass, but the Committee would not sanction the change. The Board failed to see the grounds for the refusal; and it does seem reasonable that teachers, and scholars too, should be allowed greater freedom upon this point than they now have, both as to subjects and age, in allowing pupils to pass higher Standards in some things, and, again, to pass earlier in some than in others. Any slight difference of this kind proves little, however, one way or another as to the expediency of continuing the Board beyond the stipulated three years; but at present its successful administration has undoubtedly given it favour in the eyes of the people as against the Committee, and when the time for deciding comes it is probable that the Scotch, as usual, will have made up their minds and insist upon the point until Parliament becomes glad to let them have their way. Any but a local supreme authority may be expected to fail in setting the educational difficulties of the Highlands, where the sparseness of the population makes it necessary to build very small schools and to impose very heavy rates; and we doubt whether several such knotty points will have been disposed of when the time comes for the Central Board to retire. In that case its renewal for the further term of two years may be looked for, and need not imply any permanent division or rivalry in authority. In the long run it would undoubtedly be best for both parts of the country that their policy on matters relating to elementary education should be shaped on the same principles and by the same controlling hands.

A POLITICAL ADVENTURER.

(*From the Correspondent.*)

An interesting trial came off yesterday, the result of which was that M. Troncin du Mersan, who was taken to the prison of Mazas a few months ago, on the charge of forgery, was sentenced to five years' imprisonment. You will remember the sensation which was caused in Paris by the news that one of its best known inhabitants had been imprisoned on such a serious accusation. I propose now to recapitulate only the principal points of his eventful career as they are set forth in the bill of indictment drawn up by the Advocate-General Hémar. Ernest Troncin du Mersan, fifty years of age, after having studied medicine, and before he had obtained his diploma, was appointed sous-préfet at Compiègne during the Revolution, but left the Administration in 1840. The degree of doctor of medicine was conferred upon him in 1853, and he was at that time attached as supernumerary surgeon to the Ecole Polytechnique. Shortly afterwards he obtained the post of doctor to the Theatre of the Folies-Dramatiques, then under the direction of M. Mourice. There he made the acquaintance of Madame Mourice, who was also related to him, and he married her in 1858, immediately after the death of her husband. This marriage placed him in possession of a large fortune, which he soon dissipated in a life of luxury, prodigality, and disorder. In 1859 he was farming a landed estate which he had bought in Touraine, but he was soon compelled by pecuniary difficulties to sell the property. In 1864 M. Mocquard, Secretary to the Emperor, made him an Attaché to the Secret Service Department; but he almost immediately resigned his functions, to take the management of the Bouffes-Parisiens Theatre. In 1866 the society over which he presided was bankrupt. In 1867 he was admitted into the Ministry of the Interior as secret agent to the Press Department, and became an intermediary between Ministers and journalists. A little later on he organised an information service for the press at the Prefecture of Police, and in 1870 he was again attached to the cabinet of the Ministry of the Interior, and employed to watch the debates in the House. Nothing daunted by the Revolution of September he succeeded in retaining his official post under M. Gambetta's Government. It was he who announced by telegraph to all the préfets that the Republic was proclaimed. On September 22nd he left Paris to take up his residence at Tours. During the war he remained in the provinces. After the armistice he became connected with M. Thiers, and as soon as the insurrection of the Commune had been repressed he was employed by M. Thiers for secret service purposes. He was then named a knight of the Legion of Honour, commander of a Spanish order, knight of a Portuguese order, &c. Meanwhile, for many years past, notwithstanding the large fortune he had come in possession of, his financial difficulties had gone on increasing. His luxurious habits and reckless way of spending money had left him often absolutely penniless. In 1865 he sold the furniture upon which his creditors were about to seize, and refused to pay them even a part of the proceeds. Troncin du Mersan then took to forging his wife's signature to bills and other documents, by means of which he obtained large sums of money. One of his creditors whom he had thus deceived found out the forgery so far back as 1865, but was induced to forbear bringing an action against the man who enjoyed such influential protection, and who had every appearance of being on the most intimate terms with all the leading political men of the day. He continued to live entirely by forgery and extorting money from people under the pretence of being useful to them. In some cases he really did secure nominations to the Legion of Honour and lucrative posts to those who would consent to pay him extravagant sums of money, but generally he took the money and gave nothing in exchange. It must be presumed that he had at last come to the conclusion that he could commit forgery with impunity, for he never seems to have hesitated to have recourse to this mode of replenishing his purse. His daring shamelessness in this respect was never greater than when he performed his last exploit, the one which was to bring him before a jury. When M. Thiers fell, on the 24th of May, he lost his chief patron, and that at a time when he was in great need of money. While he was endeavouring to get up an International Exhibition, and had actually got leave from the Duc de Broglie's Cabinet to make use of the Palais de l'Industrie for this purpose, he committed another forgery by imitating a deputy's signature to a loan of twenty-five thousand francs. The deputy was M. Lefébure, Under Secretary of State to the Finance Department. He took his document to a friend, and borrowed ten thousand francs upon it. M. Tassin, the friend in question, was delighted to oblige M. Lefébure, and lent the money at once. In order to leave no doubt on the mind of M. Tassin that they had really got a genuine document, Troncin du Mersan suggested that as M. Lefébure was going to be married the same day they could go and see him at church, when the latter would express his thanks. M. Tassin donned his swallow-tail coat, white tie, and white gloves, and the two jumped into a cab, which drove them to the Madeleine Church. After the service Troncin du Mersan told his friend to accompany him into the vestry, where he would introduce him to M. Lefébure. "This is M. Tassin, who is delighted to have this opportunity of making your acquaintance, my dear Lefébure," said Troncin du Mersan to the man whose signature he had just forged. M. Lefébure, who had not yet recovered from the effect of the marriage ceremony, grasped M. Tassin by the hand, assured the delight was reciprocated, and added that he should never forget the new friend he had made on the happiest day of his life. M. Tassin was quite overcome, and as he came out of the church with the bill negotiator he expressed great satisfaction and gratitude, assuring his friend that he should always be too pleased to assist such a distinguished gentleman as M. Lefébure.

The success which Troncin du Mersan had thus obtained would seem to have inspired him with a dangerous amount of confidence in his persuasive powers, for he actually forgot all about the bill, and allowed it to be presented for payment at the Ministry of Finance, where M. Lefébure was exercising his official functions. The last naturally denied all knowledge of the transaction, and M. Tassin realised the fact that he was ten thousand francs out of pocket. The same day a police officer went to Troncin du Mersan's apartment. He found him in the apparent enjoyment of an easy conscience, smoking a cigar in his dressing-gown. An hour afterwards the confidant of so many great men was in Mazas. For a few days he persisted in denying every charge; but as proof upon proof was accumulated by the Judge d'Instruction, his energy collapsed under the weight, and he gave himself up for lost. When he was examined yesterday, he had nothing whatever to say in his defence, and admitted everything like a child who sees himself convicted of falsehood. The jury returned a verdict of guilty, but with extenuating circumstances. It would be difficult to find anybody with any official position or connection in Paris who has not had something to say or something to do with Troncin du Mersan. He seldom missed a great sitting at the Versailles Assembly and was at times a regular attendant. He was on friendly terms with more Deputies than anybody else, and could speak with everybody, from a reporter to the Chief of the Executive. Throughout his adventurous career he displayed unquestionable cleverness and marvellous tact. His services under the Empire and M. Thiers' Government must have been of great value, for he was in the receipt of a high salary and important presents. He admitted in court having received on one occasion a present of 12,000 francs for an important service he had rendered to the Administration. It is depressing to think that there are in all probability many more such men whose day of shame has not yet or will never come. And it is equally disgusting to find that, no matter what the political *régime* may be, such men should be found indispensable.

THE SUEZ CANAL.

(*Examiner.*)

"The Suez Canal will ever remain one of the marvels of modern science!"—so the *Times* wrote, after the successful completion of an undertaking which until then had been ridiculed as foolish and impracticable. Quite recently, to the alarm of the commercial world, this marvel of modern science seemed to be in danger of being rendered unavailable through a sudden resolve of M. Ferdinand de Lesseps. He threatened to close the Canal, to extinguish the lighthouses, and send away the pilots, on the ground that the tariff of fees and tolls fixed by the International Court forced the Company to work the Canal at a loss. The difficulty was fortunately overcome for the moment by the Sultan transmitting an order to his vassal, the Viceroy of Egypt, to take military possession of this important water-way. It stands, however, to reason that this temporary shift, which induced M. de Lesseps to reconsider his idea, leaves the whole question on a very unsatisfactory basis. Perhaps it would be wise for this country to bring about a more definite settlement. The Central Asian Railway scheme, with which the originator of the Canal is at present occupied, and which is calculated to promote Russian progress in the direction of India, ought, in our opinion, to serve as an additional inducement to English statesmen to devote greater attention to the Canal question. A mere policy of inactivity might one day prove to have been a sad want of foresight—as deplorable as that which Lord Palmerston showed, when persistently sneering at an enterprise the non-execution of which had for so long a time been a reproach to our boasted civilization.

Lord Palmerston, when ridiculing the Canal scheme, was no doubt moved by grave political considerations, which he did not care to avow. According to his wont, he endeavoured to hide his misgivings under the cloak of jibes. That flippant, jesting way of treating in Parliament great State questions had become his second nature; and he employed it most successfully in home affairs, as "the Tory leader of a Liberal party." Whilst assuming jaunty, progressive, even dare-devil airs, he actually blocked up the road of Reform. The same arts he occasionally applied abroad, with indifferent success. His funny, or rather would-be funny, saying about Schleswig-Holstein is still remembered with gusto by those who love an attempt at a *bon-mot* far more dearly than truth. Yet he lived to see that question, which he declared to be so insoluble a puzzle, settled at last in the same way as the question of Lombardy and Venice, of which it was simply the German counterpart. We who have steadily worked for the solution of the Schleswig-Holstein question, can clearly perceive how petty the devices of the famed statesman were. Even so it was with his opposition to the proposed Suez Canal. It is to this day difficult to understand how Stephenson, the originator of so many powerful engineering creations, could be brought to say, that if the Isthmus were cut from sea to sea, it would be a mere ditch full of stagnant water and that it would speedily fill up by the drifting of the sand at its outlet into the Mediterranean, and throughout its course across the Desert. Opinions subsequently given by Dutch, German, French, and even English engineers are known to have been opposed to this gloomy view. The English Government itself, it may be safely asserted, was by no means convinced of the want of feasibility of the scheme. Or, how else are we to explain the action of Lord Stratford de Redcliffe, as ambassador in Turkey, who exerted himself to thwart the enterprise on account of the political dangers that were considered to be lurking in it? Be that as it may, it would certainly have been best for the interests of this country if its statesmen, when they saw that the building of the Canal could not be prevented any more, had quickly resolved upon a leading and executive part in it, instead of feebly endeavouring to stop progress by half-hearted quips. They let pass by the occasion; and the Canal was built in spite of them. The question now is to secure some control over this route, so as not to let it fall into the hands of actual or possible enemies of England.

From this political aspect of the case we will turn to-day to a much-forgotten page in the annals of early civilisation. As a "marvel of modern science" the *Times* designated the Canal. And yet the most ancient civilisation of which we know in Egypt had already established a similar communication. The "Father of History," Herodotus, speaks of it in his own quaint and quiet way; and as late as the eighth century of the Christian era that water-way across the Isthmus had remained, with a short interruption, in a navigable condition. It is true the direct cut from sea had not then been made. Nevertheless the Canal communication existed, at that time mainly for the purpose of facilitating intercourse between Egypt and Arabia.

GERMANY AND SPAIN.

(*Economist.*)

The attack on the German gunboats at Guetaria by the Carlists, even if the asserted attack on the train supposed to contain the German and Austrian representatives, on their mission to Madrid, was not intended as a raid upon those representatives, threatens serious European complications, which we trust the prudence of all the Powers implicated will avert. Of course, it is to the interest, to the conspicuous and even overwhelming interest of the Carlists, to provoke anything in the shape of foreign intervention in favour of their opponents. Spaniards have but one very well marked national characteristic on which it is possible to play so as to excite a strong sympathy in Spain for any political cause, but they have one such—pride. If intervention were forced upon them on behalf of any party, that party would soon be the most unpopular, and its antagonist the most popular party in Spain. Indeed Don Carlos has probably but one chance of ever being welcomed by the whole nation as its king, and that chance is that the foreigner should ally himself with the Republic to crush him. In all probability the Carlists know this well, and are hard at work provoking such an intervention, if they can, by wanton acts of hostility to the most powerful and the most active of the foreign governments represented on the frontier. If they attacked the train at Nave without any view to the German and Austrian representatives who might have been in it, it is pretty certain that they would have attacked it all the more readily had they anticipated a chance of seriously offending those powers. As their conduct to the gunboats shows, they fear nothing, and hope much, from foreign interference. The Government of Madrid quite understands and shares that state of mind. Marshal Serrano has given out formally that, while glad of moral support and recognition from foreign powers, he is far from wishing for any physical aid. He well knows that even the mere popular expectation that any such aid was to be invited or accepted, would do more to render his Government impossible in Spain than almost any number of defeats. If, then, Prince Bismarck wishes to aid materially the Carlist insurrection, he will send material support to the Madrid Government; otherwise he will abstain. For our own parts, feeling certain, as we do, that Prince Bismarck no more contemplates a conquest of Spain than he does a German conquest of the moon, and that he really desires to see the triumph of the Republican forces over the Carlist insurrection, we conceive that he will not allow himself to be entrapped by the Carlists into the blunder of war, and the tone of the official journal at Berlin sustains us in this impression. At least if he could be guilty of so great a mistake, it would be a sign not that he intends to take Spain in hand, but that he wishes to harass France into a premature quarrel with Germany, from which she would come out not so much weakened as annihilated. We do not believe that this is so. Prince Bismarck is a statesman who must know perfectly well the almost inconceivable difficulty of extinguishing a power so great as France. He cannot *wish* for another war with France, though he must think it his duty to be prepared for another war, for he must know that if Germany conquers in such a war it will be difficult for her to avoid proposing such a reconstruction of the map of Europe as would alarm all the other powers; while if Germany does not conquer in such a war, a great deal of the fruit of the last war would inevitably be lost to her. It is not such statesmen as Prince Bismarck who desire to make their country the object of fear and hostile combinations among all the other powers of Europe. And it is such statesmen as Prince Bismarck who appreciate most keenly the hatred, envy, and dread resulting from any scheme of vast and terrible political vengeance on an equal foe. If a concurrence of reports may be credited, the somewhat cruel territorial mulcting of France in the last war was not the wish of the statesman though it was the desire of the generals. And yet if it could be true that Prince Bismarck already wishes to provoke France into another war, he must be contemplating the possibility of measures, in case of victory, which would in all probability make Germany the dreaded and feared of all Europe. For these reasons we do not believe that Germany can wish to irritate France into a new collision with her, yet that is the only conceivable motive which could actuate her statesmen in any attempt at Spanish intervention. If such an intervention is even contemplated, it must be with an *arrière-pensée* as to the effect on France, not in the mad view of spending on a hopeless Spanish enterprise any of the force which Germany so well knows how to reserve for use nearer home. We do not credit then at all the rumours of German intervention. That Germany will exact such reparation as seems most fitting for any Carlist insult to her flag, is a matter of course, but she will not attempt any military enterprise in Spain of a more serious kind, unless she be really bent on provoking France to renew the challenge which ended so favourably for her and so disastrously for France four years ago. And we do not believe that so far-sighted a statesman as Prince Bismarck has any such dangerous design.

And yet it is never without anxiety that we see frontier quarrels of this kind arising in Europe. It is always impossible to foresee where they may end. Germany may begin with small things, and be irritated by the pertinacity of the Carlists, little by little, into attempting much greater things. France may be determined, as we believe she is determined, to bear anything, however humiliating to herself, rather than risk the terrible danger of another war, and may yet be betrayed, in some moment of weakness and miscalculation, into a different course. There is nothing more hazardous than a frontier quarrel in which rival Powers, with completely different interests, are pushing on their own views day by day under pretexts which more or less disguise and misrepresent those views. In this case we have the Carlists, who, of course, don't wish to offend Germany for any other reason than that German interference would immensely improve the popularity of their cause in Spain; the Republican Government, which is afraid of this very contingency, and would as eagerly seek to prevent German intervention on its own behalf as it would to prevent French supplies from reaching the Carlist ranks; again, the French Government resolved to give no good excuse for a quarrel and yet of course leaning to the Carlist cause only the more earnestly that the Germans so ostentatiously oppose it; and, lastly, there is the German force watching the frontier, partly no doubt with a view to the extinction of Carlist, and therefore of Ultramontane, hopes in Spain, but still more probably with a half-confessed feeling that there is something specially humiliating to France in being thus called to order for neglecting the duties of a neutral in relation to the frontier of the very power, the proposal to fill whose vacant throne by a Hohenzollern brought on the last fatal struggle with Germany. It cannot be denied that here, on the Franco-Spanish frontier, are sufficient latent causes of international animosity and intrigue, and that many very serious wars have been kindled from embers less likely to produce a conflagration. However, we sincerely believe that the French are far too wisely timid to risk anything in the matter, and without foolhardiness on the part of France nothing serious is to be feared. The French know that a new war now might involve something like a final farewell to the great historical position of France in Europe, and there will, we believe, be no limit to their patience, even though it be sorely tried. On the other hand, we are not disposed to believe that Germany will desire to try it over much. Prince Bismarck cannot but be aware how high Germany stands now, and how dangerous it would be for her to tempt fate by attempting to stand much higher. It is the characteristic profession of the new German power that it repudiates all aggressive enterprises. If Germany were not to continue to act on that profession of love for peace, she would soon be in danger of combining a very powerful union of States against her, and, moreover, of provoking internal discontent, since aggressive war is thoroughly unpopular in Germany. In spite, therefore, of the anxious thoughts which the dangerous conflict of national interests on the French frontier of Spain must give rise, we do not at all regard the peace of Europe as yet being seriously endangered.

M. Rochefort has passed through Coblentz on his way to Basle and Italy.

It is announced from Cairo that the Egyptian authorities of Southern Kordofan have captured a large slave caravan. Five hundred and ninety-one slaves were taken; of these 137 adult males were enrolled in the Egyptian army; ninety-six children were placed in the Khedive's schools; the women 331 in number, were given in marriage to the soldiers; and twenty-seven slaves died after capture.

THE COST OF THE FRANCO-GERMAN WAR.

The cost of the war of 1870, according to an article in the *Allgemeine Zeitung*, was comparatively small. On the part of France it amounted to £371,000,000 to which 173 millions may be added as the value of the ceded territory. The amount spent by Germany was, of course, less, the troops operating in the enemy's country, no towns having to be victualled, and the Commissariat being much better managed than with the French. The cost to the North German Confederation has been officially stated as £47,000,000. When the truce was concluded the German Treasury was empty, and, but for the contribution levied on Paris and the first instalment of the indemnity, a new loan would have been necessary. The £6,000,000 of the German war chest and the £58,000,000 of the war loan must have been exhausted. Contemporary wars have been far more costly. Brazil expended 12½ millions in its war against Paraguay; the American Civil War cost 330 millions; the Crimean war cost England 167 millions, the Abyssinian Expedition 8½ millions, and the Ashantee war 1½ millions. The cost of the Franco-German war is all the more moderate inasmuch as private compensation is included—seven millions on the German and 24 millions on the French side. The loss of 129,250 German soldiers, who were killed on the battle-field or died in hospitals, would not, however, remarks the *Allgemeine Zeitung*, be compensated even were the cost of the war repaid thrice over.

A HINDOO ROMANCIST.

Some East Indians, and notably Mr. Protab Chunder Mozoomdar, appear to consider that any nonsensical fictions about India will pass muster with English audiences. Encouraged by his reception in some remote parts of Scotland, where no one dared to question his rash assertions, he lately attempted a bolder flight by delivering an address at Leeds on "the true principles of social reform in India." On this occasion he was not favoured by equally good fortune, since a gentleman present happened to be personally acquainted with India. It is difficult to make a selection among the extraordinary statements on which Mr. Mozoomdar ventured, since they are almost on a par in their remoteness from the truth. At the beginning of his address he asserted that Indian youths, having cast aside the trammels of their Hindoo faith, "went about the streets of Calcutta with beef in one hand and a bottle of beer in the other, inviting all the citizens to see how they trampled on the neck of the old religion of their country." Even if these misguided young men really perpetrated this eccentricity, it would merely prove that the Hindoo faith had lost a few not very valuable adherents. But the odd fact is that no European resident in Calcutta has ever met one of these curiously armed Hindoos. However, having assumed the truth of this statement, Mr. Mozoomdar went on to assert this beef and beer-carrying propensity proved that Hindoo youths were taught habits of intemperance by English example. According to him, every European in India is a drunkard by natural selection. "The professors who gave the people lessons, the masters under whom they served, yes, even the missionaries sent out from this country to teach them religion, all confirmed this evil habit by personal example and precept." Having delivered himself of this wholesale libel, the lecturer further stated:—"The English tutor would say there was nothing in the world so nice as a glass of old ale, and that human beings were hardly distinguishable from inferior animals who did not enjoy a glass of wine." As Mr. Mozoomdar did not mention where he met this ideal tutor, it may be inferred that his notions of the class are derived from acquaintanceship with European rowdyism in such haunts as the Bow Bazaar. However that may be, he seemed to consider he had fairly established his position that drunkenness was introduced into India by European education and European example. Fortunately there was at hand a witness to the contrary, who, having been a magistrate for many years in India, might be expected to know something about the causes of intemperance among the natives. Having given a flat denial to the assertion that Europeans are to blame in the matter, he proceeded to point out several other inaccuracies. In opposition to the lecturer, he declared drunkenness to be far more prevalent among the lower than the upper classes of native society, while it was not the truth that education was confined to the children of the wealthy. As these facts are patent to all acquainted with Indian society, Mr. Mozoomdar stands convicted of having attempted to palm off egregious fictions on people likely to be in ignorance of the truth.—*Globe.*

ADVT.—"Berkeley, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give the publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLPRESS.—To the Proprietors of NORTON'S CAMOMILE PILLS. [A26] 1162 July 25

COMMERCIAL INTELLIGENCE.

OCTOBER 30TH, EVENING.

Patna $585 cash, steady; Benares $552½, little doing; Malwa, new, $555 cash, and $560 on credit, firm. Total sales since the arrival of the steamer *Delhi* amount to about 300 chests new, at $550 to $560 on credit.

Per *Malacca*, for London and New York, &c.:—

TEA.

FROM HONGKONG, CANTON AND MACAO.

To LONDON.—80 boxes Tea, (Formosa).
To LONDON.—1,300 boxes Tea, (Canton).
To CONTINENT.—20 boxes Tea.

SILK.

FROM SHANGHAI.

To UNITED KINGDOM.—1,038 bales; 30 bales Waste Silk.
To CONTINENT.—733 bales Silk.

FROM JAPAN.

To UNITED KINGDOM.—118 bales Silk.
To CONTINENT.—107 bales Silk.

FROM HONGKONG AND CANTON.

To UNITED KINGDOM.—412 bales and 30 cases Silk.
To CONTINENT.—20 bales Silk.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/1
Bank Bills, at 30 days' sight 4/1
Bank Bills, at 6 months' sight ..... 4/2 to 4/2
Credits, at 6 months' sight 4/2
Documentary Bills, at 6 months' sight 4/2
ON BOMBAY.—Bank, on demand 222
ON CALCUTTA.—Bank, on demand 222
ON SHANGHAI.—
Bank, sight 72
Private, 30 days' sight 73

SHARES.

Hongkong and Shanghai Bank Shares.—4 per cent. premium.
Union Insurance Society of Canton, new shares —$30 per share, premium.
China Traders' Insurance Company's Shares—$1,600 per share.
China and Japan Marine Insurance—Tls. 80 per share.
Chinese Insurance Company.—$190 per share.
Hongkong Fire Insurance Company's Shares—$530 per share.
China Fire Insurance Company's Shares—$135 per share.
Victoria Fire Insurance Company's Shares—$125 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s 6 per cent. premium.
Shanghai Steam Navigation Company—Tls. 88 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON OCTOBER 30TH, 1874.
As reported by Chinese.

Yellow Peas, 1,500 piculs, at $1.62, by Kinyte-loong to travelling trader.
Wood Oil, 50 packages, at Tls. 5.9.0.0, by Kwong-fook-wo to travelling trader.
Dried Lily Flowers, 10 bags, at $12.40, by Kwong-fook-wo to travelling trader.
Sea Blubber, 10 packages, at $3.30, by Kwong-fook-wo to travelling trader.
Cuttlefish, 10 bags, at $21.80, by Fook-mow-loong to travelling trader.
Shellfish, 30 bags, at $29.00, by Mow-wo-cheung to travelling trader.
Fungus, 15 bags, at $51.50, by Chun-foong to travelling trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Falcon	Shiell	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Albuera	W. H. Thomas	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Mathilda Atheling	Whereat	Hongkong	A. MacG. Heaton	Quick despatch.
LONDON & HAMBURG v. S. C.	Essen (str.)	Jürgensen		Wm. Pustau & Co.	Quick despatch.
BREMEN OR HAMBURG	Caranjah	George Cawse	Hongkong	Wm. Pustau & Co.	Quick despatch.
BREMEN	John C. Munro	Crane	Whampoa	Melchers & Co.	Quick despatch.
NEW YORK	Sir Harry Parkes	Thos. Stephens	Hongkong	Olyphant & Co.	Quick despatch.
Do.	Lathley Rich	Thos. Mitchell	Whampoa	Russell & Co.	Quick despatch.
Do.	Hopewell	Parson	Hongkong	Augustine Heard & Co.	Quick despatch.
Do.	North American	G. W. Tucker	Hongkong	Russell & Co.	Quick despatch.
Do.	Beemah	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Ellen	Kindred	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Frederick Tudor	Bearse	Hongkong	Russell & Co.	Quick despatch.
Do. *via* YOKOHAMA	Great Republic (str.)			P. M. S. S. Co.	On 11th prox., at 3 P.M.
SAMARANG, BRISBANE, &c.	Normanby (str.)			Gibb, Livingston & Co.	On or about 14th prox.
SINGAPORE, BOMBAY, &c.	Baroda (str.)	W. W. Fentiman		P. & O. S. N. Co.	On 12th prox., at noon.
SAIGON, SINGAPORE, &c.	Iraouaddy (str.)	Lecointre		Messageries Maritimes	On 5th prox., at noon.
MANILA AND ILOILO	Pepita	Aldecoa	Hongkong	Remedios & Co.	Quick despatch.
CALLAO	Radama	Boucher	Hongkong	Carlowitz & Co.	Quick despatch.
MANILA	Yuen-tze-fee (str.)	Moalle	Hongkong	Douglas Lapraik & Co.	On 2nd prox., at 10 A.M.
YOKOHAMA	Massilia (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Nestor (str.)			Butterfield & Swire	On or about 6th prox.
Do.	Geelong (str.)			P. & O. S. N. Co.	Quick despatch.
NINGPO AND SHANGHAI	Amoy (str.)	G. H. Drewes	Hongkong	Siemssen & Co.	To-day, at 10 A.M.
SHANGHAI *via* FOOCHOW	Mongol (str.)	Flamank	Hongkong	Augustine Heard & Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Kwang-tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-morrow, at 8 A.M.

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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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Captain Pitman, will leave for the above Ports TO-MORROW, the 1st proximo, at 8 A.M.
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THE Eastern and Australian Mail Steam Company (Limited), will despatch their Steamship
"NORMANBY,"
from Singapore, for the above Ports, on or about the 15th proximo, and the Undersigned are prepared to grant Through Bills of Lading for Cargo to be transhipped to her at Singapore.
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(*Viâ* SUEZ CANAL)

THE German Steamer
"ESSEN,"
Jürgensen, Master, shortly expected from Shanghai, will have early despatch as above.
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WM. PUSTAU & Co.,
Agents.
tf 1732 Hongkong, 21st October, 1874.

FOR SAN FRANCISCO.

THE A 1 American Clipper Ship
"FREDERICK TUDOR,"
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For Freight, apply to
RUSSELL & Co.
tf 1799 Hongkong, 30th October, 1874.

FOR CALLAO, *Direct,*
(*To follow the "Inveraray."*)

THE A 1 French Ship
"RADAMA,"
Captain Boucher, will be despatched as above on or about the 30th November.
For Freight or Passage, apply to
CARLOWITZ & Co.
tf 1795 Hongkong, 29th October, 1874.

FOR BREMEN *(Direct.)*

THE British Barque
"JOHN C. MUNRO,"
Crane, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
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"ELLEN,"
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FOR BREMEN OR HAMBURG.

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"CARANJAH,"
George Cawse, Master, will load here and at Whampoa, and will have quick despatch for the above Ports.
For Freight, apply to
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tf 1733 Hongkong, 21st October, 1874.

FOR NEW YORK.
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THE A 1 British Ship
"BEEMAH,"
Captain Blackstone, will load here and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1715 Hongkong, 13th October, 1874.

FOR LONDON.

THE A 1 British Ship
"ALBUERA,"
W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
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VOGEL, HAGEDORN & Co.
1602 Hongkong, 2nd October, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship
"MORNING LIGHT,"
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For Freight, apply to
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tf 1685 Hongkong, 30th September, 1874.

FOR NEW YORK.

THE A 1 British Barque
"HOPEWELL,"
Captain Parson, will load here, and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1580 Hongkong, 29th September, 1874.

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THE A 1 American Clipper Ship
"LATHLEY RICH,"
Thomas Mitchell, Master, will load here and at Whampoa, and have early despatch as above.
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RUSSELL & Co.
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FOR LONDON.

THE A 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

Vessels on the Berth.

FOR NEW YORK.

THE A 1 American Clipper Ship
"NORTH AMERICAN,"
Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.
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will load at this and Whampoa for the above Port, and have quick despatch.
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BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 5th November, 1874, at noon, the Company's Steamship "*IRAOUADDY*," Commandant LECOINTRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 4th November, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 26th October, 1874.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*GREAT REPUBLIC*" will leave Hongkong for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 11th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 10th proximo. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, October 28th, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
FOR MANILA AND ILOILO.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*BARODA*," Captain W. W. FENTIMAN, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 12th November, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 11th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 30th October, 1874.

FOR SALE.

THE Spanish Screw Steamer
"FORMOSA,"
458 tons Register, 7,500 piculs Carrying Capacity.
For Particulars, apply to

Extracts.

DEATH OF MRS. LIVINGSTONE.

BY RODEN NOEL.

Upon a gentle, green acclivity,
Under a venerable Mowana tree,
Garlanded with odorous flowers,
Tranquil in the sunny hours,
She sleeps in glory!

Orchards of mango basking in the south
Northward fair palm, and many a noble growth
Of oriental forest tree,
Where silvern Limbayoo
Wanders in glory;

On his fair bosom many a sunny isle,
Calm as herself within the heavenly smile:
Upon the marble of her grave
Mowana shadows gently wave,
Waver in glory.

Pearly light clouds about his purple form,
High in the azure, deep, and wide, and warm,
Mount Morambala sparkle high,
Serene in mountain majesty,
Dreaming in glory:

Gleam forth, O marble, from the wilding gloom!
Shine, O white cross, upon the martyr's tomb!
Faithful toil, long-suffering care,
Radiate over dark and fair,
Burst into glory!

Glasgow Herald.

MR. RUSKIN ON PUBLIC FOLLY.

There is nothing really more monstrous in any recorded savagery or absurdity of mankind than that governments should be able to get money for any folly they choose to commit, by selling to capitalists the right of taxing future generations to the end of time. All the smallest wars inflicted, all the luxuries grasped by the idle classes, are thus paid for by the poor a-hundred times over. And yet I am obliged to keep my money in the funds or the bank, because I know no other mode of keeping it safe; and if I refused to take the interest, I should only throw it into the hands of the very people who would use it for these evil purposes, or at all events, for less good than I can. Nevertheless it is daily becoming a more grave question with me what it may presently be right to do. It may be better to diminish private charities, and much more, my own luxury of life, than to comply in any sort with a national sin. But I am not agitated or anxious in the matter; content to know my principal, and to work steadily towards better fulfilment of it.—*Fors Clavigera.*

RUSSIAN BANK NOTES.

To beguile the time, our friend drew out a large pocket-book, which looked as if it was going to burst, and asked us if we had ever seen any Russian bank notes. On hearing that our knowledge of them was limited, he showed us some of extraordinary size—for the larger the sum represented, the bigger the paper. These notes were beautifully engraved with scrolls and the heads of deceased sovereigns, among whom was Peter with his fierce eyes, and Catherine with her strapping shoulders. Our friend told us that the paper money so profusely issued in her reign had suffered such depreciation that, when called in in the year 1825, it was only worth a quarter of the original sum. At present the paper and the silver rouble are of the same value. We opened our eyes at the number of notes produced by our Jew. Smiling at our surprise, he said: "Ah, ladies, this handful is nothing to the sum I have about me. Feel my coat; it is thickly lined throughout with paper money;" and, truly, the old brown cloth was stiff with its precious burden. The crisp notes crackled as he stroked it down. Now we understood why he had been anxious to travel with ladies only.—"*Through Russia,*" *by Mrs. Gulkrie.*

ENGLISH PATOIS AND AMERICANISMS.

In America there has never been one form of English for the peasant and another form for the polished; the language has been as consistently republican as the government. For differences of pronunciation cannot be said to constitute an idiom, and an American, no matter in what State he is born, has the lingual freedom of every other State. I admit the constant use of words not found in any dictionary, but these are not patois—they are either "annexations" or fresh coinages to express circumstances and emotions hitherto unknown and having no English representative. Neither can dictionaries be taken as infallible guides as to what constitutes good English. Johnson rejected one thousand words found in Shakespeare; Mr. Fox collected five hundred solid, nervous words from Milton not in any dictionary; and even "Webster's Unabridged" can by no means be considered as final.

Again, English provincialisms were the signs of both national and lingual infancy, and are rapidly passing away. Americanisms cannot be thus considered. The Puritans had no "rabble-charming words;" the colonial literature is nearly free from them; they are not diminishing but increasing. Every great national movement, every great moral or political agitation, brings forth words both new and old full of that wild-fire that interprets popular enthusiasm.

How many of such words and phrases came big with meaning from the seat of the late war every one remembers. Even the leaders of it lost their own names in the new baptism. General Hooker became "Fighting Joe;" General Sheridan, "Little Phil;" "Mas Bob" expressed, in a manner peculiarly Southern, the affectionate respect with which General Lee's men regarded him; and Jackson becomes immortal through his *sobriquet*, "Stonewall." Who has forgotten how the word "*skedaddle*" was at once caught up by the whole country? how it was gravely discussed in the English Parliament, claimed as part of the Greek, Swedish, Danish, Scotch, and Irish vocabularies; and explained by the *Times* in its peculiar way, as "meaning for the Southern army what the Northern army meant by retiring upon its supports." Names for which a whole people stand sponsors do not readily die. Oliver Cromwell is still "Old Noll," and the epithets "Barebones" and "Roundheads," given to his parliament and followers, have become legitimately a part of the English history and tongue.

Many Americanisms are in reality the purest Englishisms, words of strength saved by tradition from provincialisms that did not live in their entirety beyond the generation that brought them to America. Or else they are the revival of sterling old English words such as the

"Wise Bacon or brave Raleigh spake."

An example of the first class is very clear to my own apprehension in the word "Lynch-law," which is generally considered a pure American coinage, and derived from a certain Judge Lynch, who, when summary and informal justice had become a social necessity, emphatically practised it. But I have been familiar with the word "*linch,*" to beat or punish, in the Westmoreland patois, long before Lynch law was heard of, and in that patois it simply meant "*club law.*"

Besides these sources, American English has received additions from all the living tongues with which it has come in contact. The Dutch occupancy of New York will have standing witness in such words as "stoop," "loafer," "boss," "kruller," etc., when their descendants are only a tradition. "Hold on," always quoted as distinctively American, is only the English form of the Teutonic "*Halt-an,*" used commonly among the Pennsylvania Dutch to this day. Spanish rule in the South has left a legacy to our language of many beautiful and sonorous words; even from their temporary stay in the city of Montezuma the American army brought back the word "*vamos,*" whose imperative strength is but feebly interpreted by Webster as "go off quickly;" and from the tolerated Chinese we have already appropriated two very expressive words:—"*Kotowing,*" for servile attentions, and first "*chop,*" for first-rate.

Yet whatever sources English in America begs, borrows, steals, or assimilates from, it is still English. No language disputes its superiority. The Swedish is gone from New Jersey, the Dutch from New York, the Spanish from Florida, the French is confined in New Orleans to one quarter, and there only used in domestic life. Soulé and Beauregard for purposes of ambition knew they must use English; and even German (its only respectable rival) must be abandoned by the Teuton who would aspire to office or political importance.

The efforts of a certain class in New York to make French the language of fashionable society are preordained to failure and ridicule. English is the mother-tongue of Anglo-Saxon nations, and was felt to be so even in the bitterness of the separation from the motherland. For when one legislator seriously proposed the adoption of a different language—"Greek, for instance"—the proposition was at once extinguished by the answer of another member, "That it would be more convenient for Americans to keep the language as it was and make the English speak Greek."—*Mrs. Amalia E. Barr, in the Christian Union.*

SALT MINES OF CRACOW.

This vast depth is divided into four distinct storeys or fields, one below the other. In the second storey is a great lake, 650 feet long, and 40 feet deep, formed of the salt water which trickles through the strata. The visitor is rowed across this subterranean sheet of water, and after he has arrived at the further shore and descended to the third storey, he learns to his surprise, that the lake he has just traversed is directly over his head. The several storeys are simply immense excavations out of the salt, but much artistic taste has been displayed through successive generations in the decorations of these chambers. The chapel, in particular consists of a beautiful Gothic temple, dedicated to St. Anthony, and contains many statues, and obelisks, all formed of rock-salt, and also an altar, pulpit, &c. The Grand Reception Chamber is a gigantic hall, the height from the floor to the ceiling being within fifty feet as great as that of the Monument. In this hall the members of the imperial family are received when they visit the mines; and this, together with the principal passages and other chambers, in then brilliantly illuminated, the crystals of rock-salt sparkling exquisitely in the blaze of torches. There is room for at least 1,000 persons to dine in this chamber, without inconvenience, and its dimensions are so vast, that, despite the number and the brilliancy of the torches, and notwithstanding that the glittering walls and roof tend to reflect the blaze, the eye in vain attempts to fathom its vastness.—*Cassell's World of Wonders.*

The *Great Eastern* steamship has returned to her old berth in the Medway, not far from Sheerness, after laying the fifth electric cable between England and America. The steamers *Hibernia* and *Edinburgh*, who were consorts of the *Great Eastern* in the expedition, are moored near her in the Medway.

An old minister who, when advanced in life, showed great vigour, being asked the reason of this, replied, "I can easily account for it. I have had three great excellencies during my lifetime. I have always been on good terms with my conscience; I have always been on good terms with my wife; and I have always been on good terms with my congregation and my stomach."

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

CHINA FIRE INSURANCE COMPANY LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

3m 1203 Hongkong, 1st August, 1874.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged.

Returns, not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

4m 1029 Hongkong, 1st July, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1873, in order that the distribution of Twenty per cent. (20 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.

AUGUSTINE HEARD & Co.,
Secretaries.

3m 1202 Hongkong, 1st August, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD SALVIN & Co.

tf 241 Hongkong, 22nd January, 1870.

Insurances.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN
Agent.

1y 943 Hongkong, 18th June 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

y 971 Hongkong, 1st March, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

y 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

y 1089 Hongkong, 9th July, 1872.

Business Announcements.

NO DECAY, NO INFECTION by using the PETRIFYING SILICATE PAINTS, as supplied to
The Admiralty, Board of Works, Austrian Lloyd's, Woolwich Arsenal, Cunard Company, Great Western Railway Companies, London & North Western Railway Companies.
FOR HOUSE, SHIP, AND GENERAL USE.
Manufactured by the SILICATE PAINT COMPANY, LIVERPOOL, *in all colours.*
Have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, keep in solution in bulk, and will do the work of 2 cwt. had Paints. See article in "Engineering," 28th January, 1872.
DAMP WALLS, CHURCHES, &c., Cured by the Petrifying Liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For particulars and Testimonials, apply to the
SILICATE PAINT COMPANY, LIVERPOOL.
26 1885] [Sept. 5

DINNEFORD'S FLUID MAGNESIA.
The best remedy for
ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION. And the best mild aperient for delicate constitutions, especially adapted for ladies, Children, and Infants, and for *regular* use in Warm Climates.
DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORD'S MAGNESIA, and use DINNEFORD'S Friction Gloves and Belts.
561 986] A. S. Watson & Co., Agents, Hongkong. [14 May

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.
THE CELEBRATED YORKSHIRE RELISH. The most delicious and cheapest Sauce in the World, and has a larger sale than any other Sauce. To be had of Grocers, Oilmen, &c. Trade Mark, "Willow Pattern plate."
Prepared by
GOODALL, BACKHOUSE & Co.,
LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.
GOODALL'S QUININE WINE. The best and most agreeable tonic yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite, &c., it is invaluable. Recommended by the most eminent Chemists of the day, Arthur Hill Hassall, M.D., We tworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.E., &c., the *Lancet*, the *Food Journal*, *Medical Press*, *Circular*, &c., &c. Sold by Chemists, Grocers, &c. Prepared by
GOODALL, BACKHOUSE & Co.,
LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873.
GOODALL'S BAKING POWDER. The best in the World. Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. One trial will convince the most sceptical of its superiority over all others. Sold by Grocers, Oilmen, &c. Prepared by
GOODALL, BACKHOUSE & Co.,
561 886] LEEDS, ENGLAND. [June 6

J. & E. ATKINSON,
WHOLESALE & EXPORT PERFUMERY AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON, Established 1799.
Exhibition Prize Medals.—London, 1862—Prize Medal. Paris, 1867—Only Silver Medal. Vienna, 1872—Only Medal Awarded. Lima, 1872—The Silver Medal. Vienna, 1873—Grand Medal—"Progress."
Atkinson's Celebrated WHITE ROSE and other PERFUMES. Atkinson's Celebrated EAU DE COLOGNE. Atkinson's Celebrated BROWN WINDSOR SOAP, &c.
N.B.—All Perfumes, Lavender-waters, Eau de Cologne, &c., manufactured in bond, and shipped duty free at great reduction. PRICE LIST ON APPLICATION.
CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON's Goods; orders should therefore be sent direct, or through commission houses of repute. These goods are kept by all respectable dealers throughout the world. [521 1160 July 25

JOYCE'S SPORTING AMMUNITION.
Established 1820.
The attention of Sportsmen is invited to the following Ammunition of the best quality, now in general use throughout England, India, and the Colonies.
JOYCE'S TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.
Chemically prepared Cloth and Felt Gun Wadding.
JOYCE'S GAS-TIGHT CARTRIDGES.
For Pin-fire and Central-fire Breech-loading Guns.
Wire Cartridges for killing Game at long distances.
And every Description of Sporting Ammunition.
Sold by all Gunmakers and Dealers in Gunpowder.
FREDERICK JOYCE & Co.,
Patentees and Manufacturers,
57, UPPER THAMES STREET, LONDON.
A131 1085] [Sept. 5

YARROW & HEDLEY'S SMALL STEAMERS & STEAM LAUNCHES,
Built of Wood, Iron, or Steel.
23 feet long...seats for 8 persons...complete from £192 to £270
30 feet long...seats for 14 persons...complete from £280 to £350
37 feet long...seats for 20 persons...complete from £324 to £430
43 feet long...seats for 30 persons...complete from £470 to £610
50 feet long...seats for 60 persons...complete from £680 to £1040
&c., &c.
Steamers up to 45 feet in length can be transported on a ship's deck entire, and ready for immediate use on arrival, or shipped in 3 or more sections.
The above may be used for conveying passengers, carrying cargo, or as tugs.
The total working expenses of a Steamer 43 feet long, amount to 15 shillings a day in England; the consumption of fuel being about 6 cwt., and a man and a boy the crew required.
Paddle and Screw Steamers constructed specially for river navigation, having a very shallow draught of water.
To meet *partial Requirements*,
Speeds ranging up to 20 miles an hour,
Draughts ranging down to 6 inches of water,
Contracted for.
MACHINERY CONSTRUCTED FOR BOATS BUILT ABROAD.
YARROW & HEDLEY,
Engineers and Builders, Isle of Dogs, Poplar, London.
Prospectuses may be obtained at the Office of this Journal. [A281 1161 July 25

CROSSE & BLACKWELL'S CELEBRATED OILMEN'S STORES,
ALL OF SUPERIOR QUALITY.
PICKLES, SAUCES, SYRUPS.
JAMS, IN TINS AND JARS.
ORANGE MARMALADE.
TART FRUITS, DESSERT FRUITS.
PONCONS, HENON APRICOTS AND PEACHES.
MUSTARD, VINEGAR.
FRUITS IN BRANDY AND NOYEAU.
POTTED MEATS AND FISH.
FRESH SALMON, OYSTERS AND HERRINGS.
KIPPERED SALMON AND HERRINGS.
HERRINGS A LA SARDINE.
PICKLED SALMON.
BARMOUTH BLATTERS.
BLACKWALL WHITEBAIT.
FRESH AND FINDON HADDOCKS.
PURE SALAD OIL.
SOUPS IN PINT AND QUART TINS.
PRESERVED MEATS IN TINS.
PEAS, CARROTS, BEANS AND OTHER VEGETABLES.
PRESERVED HAMS AND CHEESE.
PRESERVED BACON.
OXFORD AND CAMBRIDGE SAUSAGES.
BOLOGNA SAUSAGES.
YORKSHIRE GAME PATES.
YORKSHIRE PORK PATES.
TONGUES, GAME, POULTRY.
PLUM PUDDINGS.
LEA AND PERRINS' WORCESTERSHIRE SAUCE.
Fresh supplies of the above and numerous other table delicacies may always be had from every Storekeeper.
CAUTION.
To prevent the fraud of refilling the bottles or jars with native productions, they should *invariably be destroyed* when empty.
Goods should always be examined upon delivery to detect any attempt at substitution of articles of inferior brands.
Every Cork is branded with CROSSE & BLACKWELL'S *name.*
CROSSE & BLACKWELL,
PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON.
At the Paris Exhibition of 1867, THREE Prize Medals were awarded to CROSSE & BLACKWELL for the marked superiority of their productions. Also a special Medal for 1872 Progress at the Vienna Exhibition. [June 27

Business Announcements.

JOHN MOIR & SON,
ABERDEEN,
Would direct attention to their
BACON, HAMS, SAUSAGES, SOUPS, &c.,
all prepared by their new process.
THEIR JAMS, JELLIES, AND MARMALADE are all pure as labelled, not adulterated with pulp of other fruit.
26 1607] [Oct. 3

KEATING'S COUGH LOZENGES.
This UNIVERSAL REMEDY now stands the first in public favour and confidence. For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution.
KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists.
THOMAS KEATING, London, Export Chemist and Druggist. [Oct. 3
26 1606]

OAKEY and SON'S EMERY and BLACK LEAD MILLS,
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.
OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s. 6d., and 4s. each.
OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.
OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL).
For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.
OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.
OAKEY'S EMERY AND GLASS CLOTH.
OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.
OAKEY'S GOODS Sold by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, and Storekeepers generally. [521 66 Jan. 10

Business Announcements.

PETROLEUM LAMPS.—WRIGHT AND BUTLER, *Manufacturers and Exporters, Birmingham.* Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Bracket, &c., in great variety. Lamps fitted with American or any other description of Burner. Patentees of the celebrated "*Eclipse.*"—*No Chimney Burner!* Specially adapted for up-country districts, as a breakage of chimneys is avoided, and the light gives much greater than that of any other burner same size wick. Photographs and Books containing over 600 designs upon application. Indents must be sent through an English house, or covered by drafts 60 days' sight. [Jan. 993 June 27

TRADE MARK.
ON A WREATH,
A LION RAMPANT GARDANT,
HOLDING A CROWN PROPER.
ELLWOOD'S.
HATS AND HELMETS.

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE,
DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.
CAUTION AGAINST FRAUD.
The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to
ASK FOR LEA & PERRINS' SAUCE,
and to see that their names are upon the *wrapper, labels, stopper*, and *bottle*. Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.
Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.
Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c. &c.; and by Grocers and Oilmen universally. [521 843 May 30.

HONGKONG MARKETS.

As Reported by Chinese on the 30th October, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24 per 400 lbs		$112.00 a $118.00	
" 28 a 32	"	110.00 a 115.00	
" 38 a 42	"	120.00 a 135.00	
GREY SHIRTINGS, 7 lbs	per piece	$1.85 a 1.90	
" 8 lbs	"	2.30 a 2.05	
" 8 lbs	"	2.20 a 2.25	
" 8½ lbs	"	2.55 a 2.30	
WHITE SHIRTINGS, 56 a 60 reed	"	2.45 a 2.60	
" 64 a 66	"	2.80 a 3.05	
" 68 a 80	"	2.80 a 3.45	
WHITE SPOTTED DO.	per piece	2.40 a 2.45	
WHITE BROCADES	"	2.65 a 2.70	
AMERICAN DRILLS, 30 yards	"	2.60 a 2.65	
" 40 "	"	3.85 a 4.00	
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.	"	1.57 a 1.62	
" 24 " & 36 " 8 lbs	"	2.15 a 2.20	
DYED SPOTTED SHIRTINGS	"	3.50 a 3.65	
DYED BROCADE Do.	"	3.90 a 3.95	
DYED DAMASK Do.	per piece	6.00 a 6.25	
CHINTS	"	1.85 a 1.90	
HANDKERCHIEFS, Blue	per doz.	0.50 a 0.60	
" Brown	"	0.60 a 0.65	
" Red	"	0.75 a 0.80	
VELVETS, Black, 23 ins.	per yard	0.21 a 0.22	
" Genoa, 22 "	"	0.18 a 0.18	
VELVETEENS, Black	"	0.22 a 0.23	

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.75 a 0.78	
LONG ELLS, *MM* Scarlet	per piece	8.50 a 9.00	
" *HH* Scarlet	"	9.00 a 9.00	
" Assorted	"	8.00 a 8.50	
GAMBETS, SSS	"	18.50 a 19.00	
" SS	"	19.00 a 19.50	
" S	"	20.00 a 20.50	
" *BBB*	"	15.00 a 15.50	
LASTINGS, *DD*			

METALS.

IRON, Nail Rod Nos. 1 a 8	per picul	3.80 a 3.90	
" Hoop	"	4.00 a 4.05	
" Bar	"	3.40 a 3.45	
" Wire	"	8.30 a 9.05	
LEAD	"	7.45 a 7.60	
STEEL, English	per tub.	4.70 a 4.75	
" Swedish	"	4.80 a 4.90	
TIN, Malacca	per picul	25.00 a 23.00	
TIN PLATES	per box	8.20 a 8.50	
SHEATHING METAL	per picul	24.50 a 23.00	
QUICKSILVER, English	"	212.50 a —	
" American	"	215.00 a —	
SPELTER	"	7.25 a 7.50	

PRODUCE.

COTTON, Shanghai	picul	14.00 a 16.00	
" Ningpo	"	14.00 a 14.50	
" Tientsin	"	14.50 a 14.80	
" Shantung	"	15.25 a 16.00	
" Bengal	"	11.00 a 14.50	
ALUM	"	1.00 a 1.85	
SAPPANWOOD, Japan white	"	4.25 a 4.50	
" Black	"	5.50 a 5.60	
RICE, Bengal, Cargo No. 1	"	2.40 a 2.50	
" " 2	"	2.25 a 2.25	
" Siam, white	"	1.85 a 1.90	
" " mill cleaned	"	1.70 a 1.75	
" Manila	"	2.05 a 2.10	
" Singapore	"	2.10 a 2.15	
" Saigon	"	1.60 a 1.65	
" Arracan	"	2.10 a 2.15	
" Rangoon	"	2.35 a 2.40	
SALTPETRE	"	6.10 a 6.50	
COALS, Afloat	per ton	13.50 a —	
" English steam	"	12.00 a —	
" American Anthracite	"	9.00 a —	
" Sydney	"	8.70 a 8.50	
WINDOW GLASS	per box		
STRAITS PRODUCE, &c.,			
RATTANS, Straits	per pcl.	5.50 a 6.00	
" Banjar	"	4.50 a 4.80	
PEPPER, White	"	18.00 a 19.00	
" Black	"	12.50 a 12.80	
BETEL NUT, Malabar	"	3.70 a 4.25	
SANDAL WOOD, Malabar	"	3.80 a 4.20	
" South Seas	"	17.50 a 19.00	
SAPAN WOOD, Manila	"	1.70 a 2.10	
" Siam	"	2.50 a 2.75	
FLOUR, California, per sack of 50 lbs		1.20 a 1.30	
" American, per barrel of 200 lbs		6.50 a 6.55	
WHEAT, Tientsin	per picul	1.50 a 1.56	
" California	"	2.25 a 2.30	
SUGAR, Canton white, 1 a 3	"	6.00 a 6.50	
" Dk. Brown	"	3.60 a 3.70	
" West Coast, Dk. Brown	"	3.20 a 3.50	
" Manila, Dry White	"	4.40 a 4.50	
" Dk. Brown	"	3.75 a 3.90	
CAMPHOR, packed	"	14.00 a 14.50	
PEAS, White	"	1.85 a 1.88	
" Green	"	1.70 a 2.25	
" Black	"	1.75 a 1.90	
" Yellow	"	1.50 a 1.65	
MUSHROOMS	"	55.00 a 60.00	
SEAWEED, Green	"	1.30 a 1.40	
" Cut	"	2.80 a 2.90	
MUSSELS, Dry, Siam large	"	9.00 a 11.50	
" " middle	"	7.75 a 8.00	
" Dried, small	"	6.50 a 5.75	
VERMICELLI, Tientsin	"	6.00 a 7.40	
BEES WAX, Japan	"	12.00 a 12.50	
" Tientsin	"	21.00 a 21.60	

SHIPPING IN THE CANTON WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Abay	Diaz	Span. str	269	D. Lapraik & Co	*Sunk*
Alaska	Van Sire	Amr. str		P. M. S. S. Co	*On shore*
Altona	K. Hore	Ger. str	1179	Wm. Pustau & Co	Swatow, &c.
Amoy	Drewes	Brit. str	814	Siemssen & Co	Ningpo, &c.
Fame	Vieary	Brit. str	116	H. K. & W. Dk. Co	*Tug Playing*
Feiwan	Benning	Brit. str		A. Heard & Co., Agents	
Hanyang ‡	Bell	Brit. str	290	Master	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Leonor	Echanique	Span. str	393	D. Lapraik & Co	*Sunk*
Little Orphan		Brit. str	40	H. K. & W'poa Dock Co	
Massilia	Bernard	Brit. str	1336	P. & O. S. N. Co	
Mongol	J. Flamank	Brit. str	1468	Aug. Heard & Co	Shanghai
Norna	Koch	Brit. str	606	Kwok Acheong	
Pawtuxet	E. Smith	Amr. str	280	Aug. Heard & Co	Macao
Powan ‡	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Regalia	Harrison	Brit. str	505	Lembke	Saigon, &c.
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Yuen-tze-fee	W. H Harvey	Brit. str	315	D. Lapraik & Co	Ma nila
Yo-sai		Brit. str	180	Kwok Acheong	
Yuttung	Cullen	Brit. str	233	Kwok Acheong	Swatow
‡ *Running between Hongkong and Canton.*					
§ *Running between Macao and Hongkong.*					
SAILING VESSELS.					
A. E. Vidal	Beard	Ger. bk	339	Siemssen & Co	*Repairing*
Amanda	T. Harms	Ger. sch	190	Bourjau & Co	*Repairing*
Ardent	R. Cheeper	Brit. bk	358	Vogel, Hagedorn & Co	London
Aurora	Plettner	Brit. bk	295	Chinese	
Beemah	Blackstone	Brit. sh	887	Aug. Heard & Co	New York
Bua Cano	Tuma	Siam. bk	338	Chinese	*Dismasted*
Burra Noorfot	Wergitzky	Siam. bk	360	Chinese	
Callao	A. Vidaurrazaga	Peru. sh	1552	Carlowitz & Co	
Cap-sing-moon	Sorensen	Brit. bk	466	S. E. Burrows & Sons	
Carl	Ohlsen	Ger. bk	215	Arnhold, Karberg & Co	
Carmelita & Ida	L. Jensen	Ger. bk	421	Schellhass & Co	*Dismasted*
Carr	Carr	Brit. sh	916	Arnhold, Karberg & Co	
Carricks	Jose Ribeiro	Port. bk	583	Remedios & Co	
Cecilia	Place	Brit. bk	356	P. M. S. S. Co	*Dismasted*
Charlotte Andrews	Matzen	Ger. bk	328	Arnhold, Karberg & Co	
Chloris	Bray	Amr. sh	1157	Frazar & Co	*Repairing*
Comet	Lauridsen	Ger. bk	208	Ed. Schellhass & Co	Port Elizabeth
Coquette	Bartlett	Brit. bk		Ed. Schellhass & Co	Foochow
Courier	Vorrath	Sinm. bk	474	Chinese	
Cutty Sark	Hilberg	Swed. bg	246	Carlowitz & Co	
Dan	P. Rademaker	Siam. bk	447	Chinese	
Daylight	Akermann	Ger. bk	299	Wm. Pustau & Co	
Diamant	Bondo	Dan. bg	269	Ed. Schellhass & Co	
Dronning Louise	Fauquet	Fren. bk	300	Chinese	Saigon
Edmond Gressier	Kindred	Brit. sh	499	Russell & Co	Sydney
Ellen	Ramsey	Brit. bk	331	Bourjau & Co	
Ellen Castle	L. Castagnino	Peru. sh	946	Wm. Pustau & Co	
Emigrante	Sulze	Sinm. sh	635	Chinese	
Fabius	Lorenzen	Ger. bk	416	Wm. Pustau & Co	*Repairing*
Ferdinand	Bohsen	Ger. bk	317	Siemssen & Co	
Fidelio	M. M. Koedt	Dan. bk	365	Ed. Schellhass & Co	
Flensborg	Exmelin	Fren. bk	532	Order	
France	Bearse	Amr. sh	1156	Russell & Co	San Francisco
Frederigk Tudor	Moller	Ger. bk	188	Bourjau & Co	
Gazelle	Pearson	Brit. bk	455	Chinese	Saigon
Gem	J. Romney